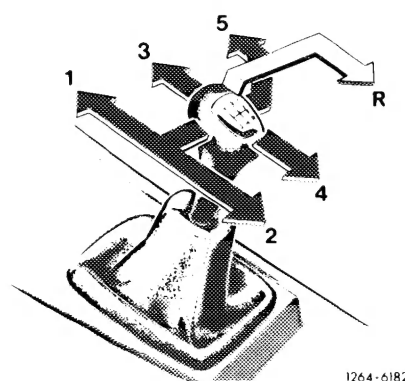
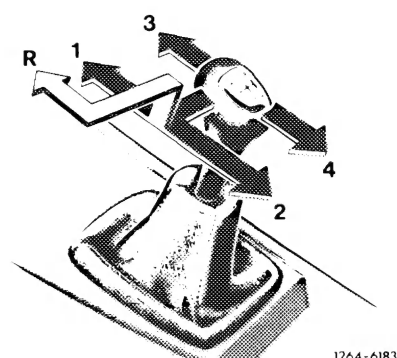
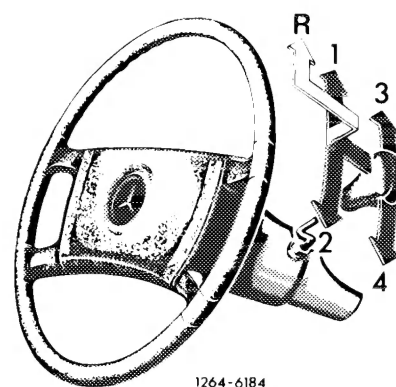
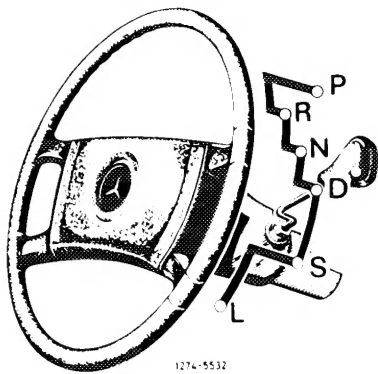


Manual transmission

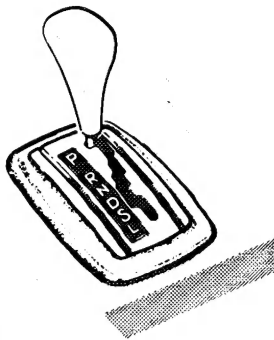
- Fully depress clutch pedal with the engine running, wait a few seconds and select reverse gear. There should be no noticeable shifting noises during this procedure.
- Shift through all gears with the engine running and with the vehicle both at a standstill and in motion. With the clutch fully depressed, there should be no noticeable resistance at the shift lever and no shifting noises.



Automatic transmission

**Note**

- First carry out job no. 120.
- Check movement into all selector lever positions and, in the case of steering column change, the selector lever indicator on the instrument panel.
- Check the selector lever for ease of movement.
- If a test drive is carried out on the test stand or on the road, check shifting points and kickdown.



Air conditioning

Cool air exit

1° to +4° C (34° to 39° F)

Model 100

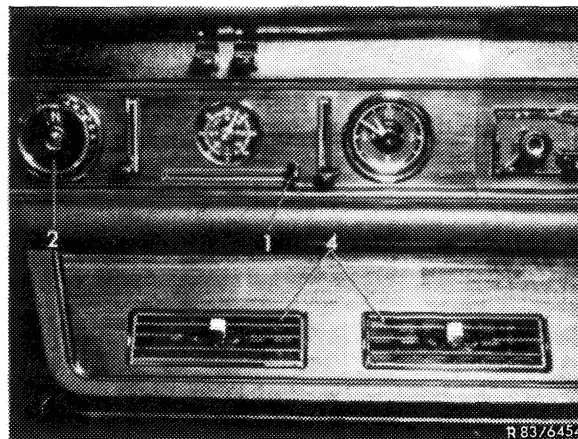
- Allow the engine to run at a speed of approx 1 500/min, or in selector position "P", switch on the idle speed increase.

Turn the temperature selector knob (2) clockwise to the stop.

Move air volume control lever (1) fully to the left.

- Introduce thermometer into the centre of the cool air exit or louvre (4).
- Check for correct function of the magnetic clutch on the refrigerant compressor, especially engagement and disengagement.

The hex-hd. in the centre of the clutch and the spring plate must revolve at the same speed as the magnetic clutch. As the engine speed increases, the compressor speed must increase correspondingly.



Model 100

- 1 Air volume control lever
- 2 Temperature selector knob
- 4 Cool air exit

Models 107–123

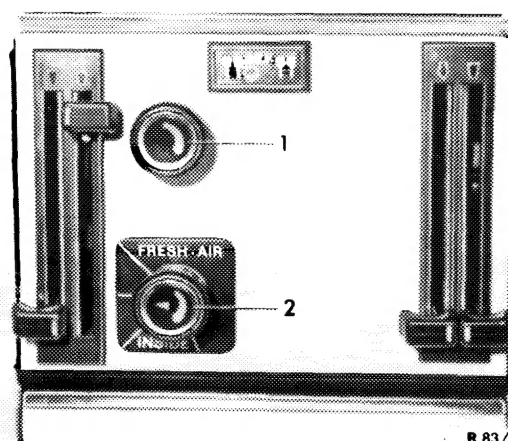
- Allow engine to run at a speed of approx 2 000/min. Check blower at all speeds by operating blower switch (1) in all positions. Then bring to position 1. Set temperature switch (2) to full cooling position.

- In addition, in the case of models 114, 115, move control lever (3) from position "N" to position "K". This diverts the current flow from the heater blower to the cooler blower (only in first version).

- Introduce thermometer into the centre of the cool air exit or louvre (4).

- Check for correct function of the magnetic clutch on the refrigerant compressor, especially engagement and disengagement.

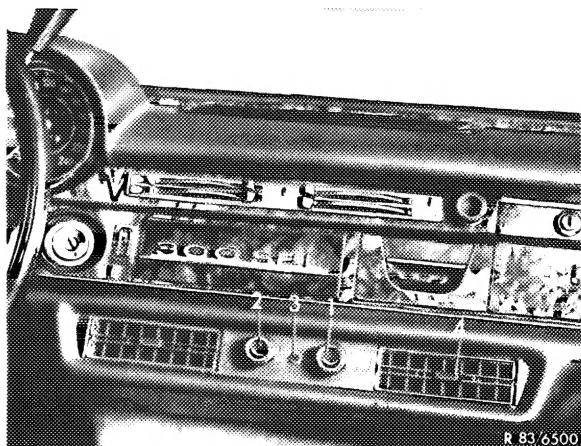
The hex-hd. in the centre of the clutch and the spring plate must revolve at the same speed as the magnetic clutch. As the engine speed increases, the compressor speed must increase correspondingly.



Model 107

- 1 Blower switch
- 2 Temperature vacuum switch with warning light or light

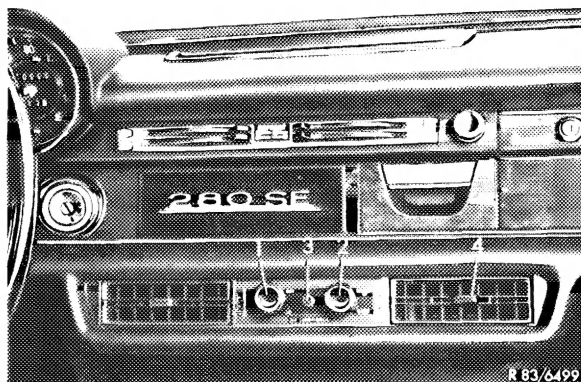




Models 108.016, 108.018, 108.019, 108.057,
108.058, 109.016, 109.018, 109.056

Behr manufacture

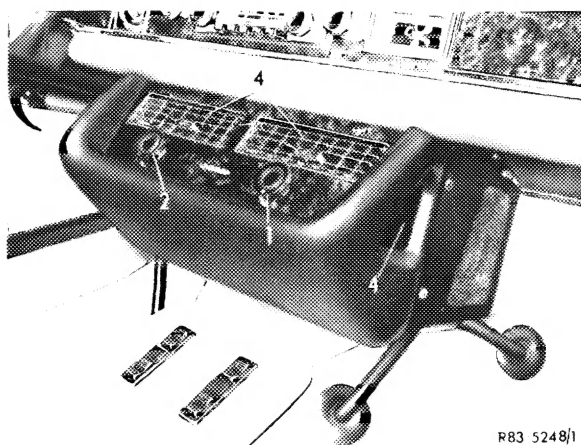
- | | |
|----------------------|-----------------|
| 1 Blower switch | 3 Warning light |
| 2 Temperature switch | 4 Cool air exit |



Models 108.016, 108.018, 108.019, 108.067, 108.068,
109.057

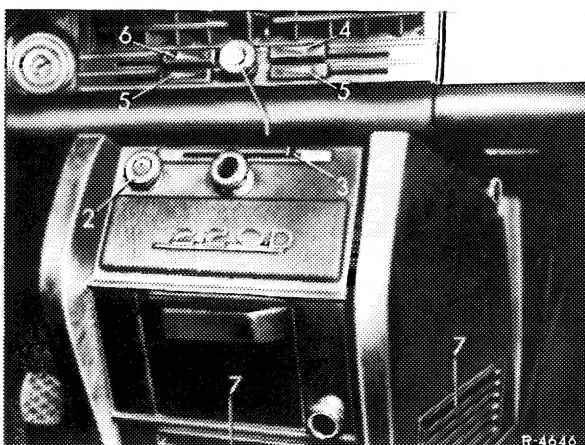
Thermoking manufacture, only in USA vehicles

- | | |
|----------------------|-----------------|
| 1 Blower switch | 3 Warning light |
| 2 Temperature switch | 4 Cool air exit |



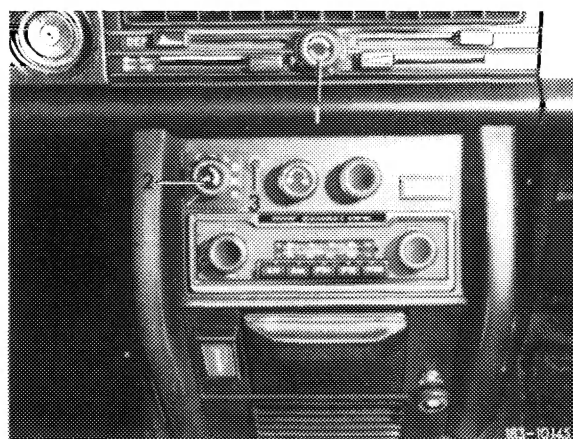
Model 111

- | | |
|----------------------|-----------------|
| 1 Blower switch | 4 Cool air exit |
| 2 Temperature switch | |



Models 114, 115 (1st version)

- 1 Blower switch
- 2 Temperature switch
- 3 Control lever

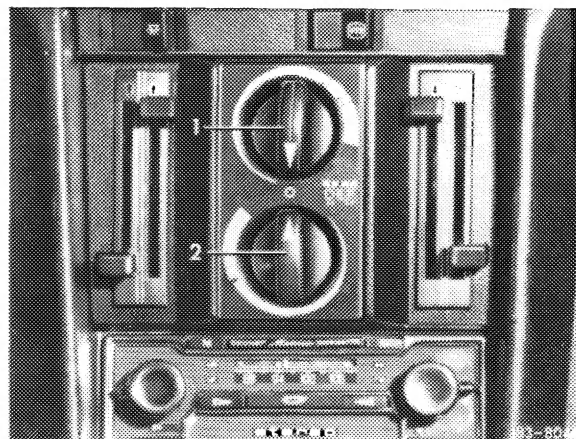


Models 114, 115 (2nd version)

- 1 Blower switch
- 2 Temperature vacuum switch
- 3 Warning light

Model 116

- 1 Switch for air volume control and blower
- 2 Temperature vacuum switch



Models 123.023, 123.123

- 1 Switch for air volume control and blower
- 2 Temperature vacuum switch

